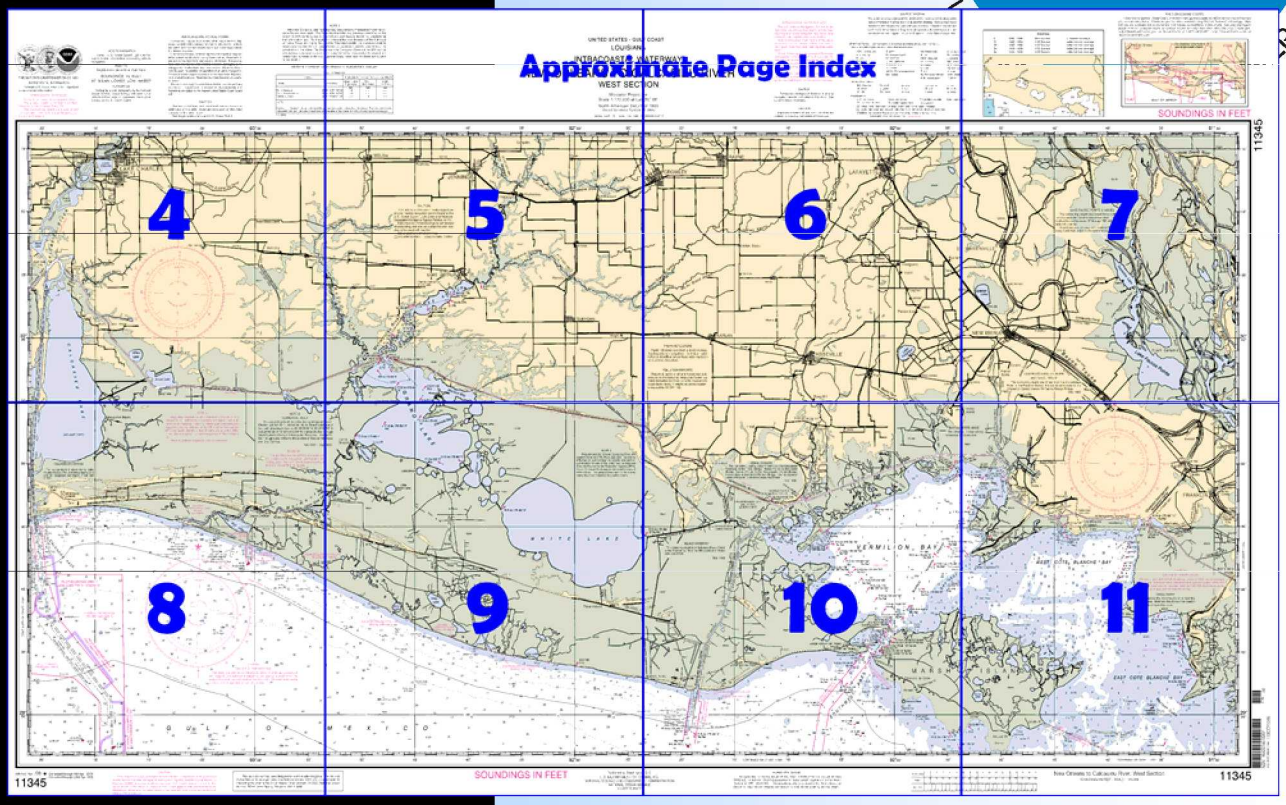
BookletChart™

New Orleans To Calcasieu River - West Section

(NOAA Chart 11345)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

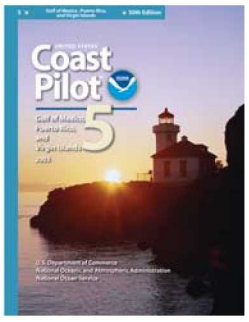
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 9 excerpts]

(271) **East Cote Blanche Bay, West Cote Blanche Bay,** and **Vermilion Bay** together make up a large body of water extending WNW from the NW side of Atchafalaya Bay, and are separated from the Gulf by Marsh Island. This water area is about 32 miles long and 5 to 15 miles wide, and depths averaging of 5 to 9 feet. With the exception of Cote Blanche Island, Weeks Island, and Avery Island, the shores of these bays and Marsh Island are low and marshy. In recent years there has been extensive oil exploration in the bays offshore from **Burns** off **South Bend** in East Cote Blanche Bay, along the NW shore in West Cote Blanche Bay, and on Dry Reef.

(272) Boats bound from Atchafalaya Bay to East Cote Blanche Bay generally use **Morrison Cutoff,** which is between **Point Chevreuil** on the E and **Rabbit Island** on the W. Under favorable conditions a draft of 4 to 5 feet can be carried through the cutoff into East Cote Blanche Bay and thence through West Cote Blanche Bay to Vermilion Bay.

(273) **The Jaws**, at the NE corner of West Cote Blanche Bay is a passage connecting the bay with the Intracoastal Waterway and with **Charenton Drainage and Navigation Canal.** In April 1997, the controlling depth was 4 feet through the passage; knowledge of local existing conditions is advised.

(284) **Bayou Tigre,** navigated only by small craft at high tide, is a tortuous waterway extending from Bayou Carlin to **Erath.**

(286) **Vermilion River,** also known as **Bayou Vermilion** and so marked at the bridge crossings, flows from the N and crosses the Intracoastal Waterway and enters Vermilion Bay through **Four Mile Cutoff (Vermilion River Cutoff).**

(293) The **Port of Vermilion,** on the W side of the river just above Bancker, is the site of oilfield equipment fabrication companies. In 1982, the reported controlling depth in the port was 16 feet.

(294) **Perry** is a small village about 16 miles above the Intracoastal Waterway.

(300) **Lafayette,** about 42 miles above the Intracoastal Waterway, is the seat of Lafayette Parish. Lafayette is referred to as the administrative oil capital of the world and is the headquarters of over 600 major and associated oil companies. It is the historical and cultural center of the Acadian country and Cajun people.

(301) **Freshwate**r Bayou Channel, a dredged channel, leads from the Gulf to the entrance of **Freshwater Bayou Canal**.

(308) **White Lake** is 12 miles long and 6 miles wide, and has depths of 4 feet or more over a mud bottom. The E and W entrances to the lake are marked by lights, both aids being on the N side of the channel.

(311) **Grand Lake** is from 4 to 7 feet deep, but the entrances are subject to shoaling. At the SE end of the lake, the entrance from Collicon Lake leads within 5 to 10 yards along the S side of an earthen dike.

(317) **Pecan Island,** S of White Lake, is a long, wooded ridge about 10 feet high. **Pecan Island,** a village on the S end of **Pecan Island Canal** has a few stores with limited supplies. Gasoline may be obtained by portage.

(318) **Pecan Island Canal,** a dredged channel, leads S from White Lake to Pecan Island. In July 1982, the reported controlling depth across the bar was 1 foot.

(319) **Mermentau River** empties into the Gulf of Mexico 86 miles W of Atchafalaya Bay Entrance E of Calcasieu Pass. The entrance channel shifts frequently and should be approached with caution. From the Gulf, the Mermentau leads E through **Lower Mud Lake** and Upper Mud Lake, thence N into the SW side of Grand Lake, out of the N end of Grand Lake to the Intracoastal Waterway and continuing on 32 miles through **Lake Arthur** to the head of navigation at the junction of **Bayou Nezpique** and **Bayou des Cannes,** where the river is formed.

(331) **Grand Chenier,** a small settlement on the E side of the river between Lower and Upper Mud Lakes, has a highway connection to Lake Charles. Gasoline, water, and limited quantities of provisions are available in the village.

(332) **Lake Arthur,** a town on the NW side of Lake Arthur 13 miles above the Intracoastal Waterway, has highway and rail connections to Lake Charles. A depth of about 6 feet can be taken to the city pier at Lake Arthur.

(333) **Mermentau,** 16 miles above Lake Arthur, is a rice milling center that has railroad and highway connections with New Orleans and Lake Charles.

(334) **Port of Jennings,** on the W side of Mermentau River just below the railroad bridge, has slips with barge loading facilities, open storage areas for oil-well pipe casings and supplies, and rail facilities.

(335) The town of **Jennings,** about 4 miles W of the port, is the center of natural gas production in SW Louisiana.

(341) **Calcasieu Pass,** the outlet of Calcasieu Lake, is about 98 miles W of Atchafalaya Bay entrance and 78 miles E of Galveston entrance. It is the first and only deep-draft channel W of the Mississippi River and E of Sabine Pass.

Table of Selected Chart Notes

BAYOU PETITE ANSE

The channel is marked by numerous daybeacons.

Corrected through NM Apr. 12/08
Corrected through LNM Apr. 8/08

CALCASIEU RIVER PASS

The project depth is 42-40 feet to Lake Charles Harbor. For controlling depths and aids to navigation see charts 11344 and 11347.

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

INTRACOASTAL WATERWAY

Route is indicated by a magenta line.

The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

INLAND WATERWAY

The controlling depth from Schooner Bayou Canal to the Mermentau River via White Lake and Grand Lake was 4 feet.

Mar. 1996

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CABLE FERRY

Cable across the river may be at or near the water surface. Mariners should exercise caution when navigating in this area.

Mercator Projection
Scale 1:175,000 at Lat. 30° 00'
North American Datum of 1983
(World Geodetic System of 1984)

VERMILION RIVER

The controlling depths were 11 feet from the Intracoastal Waterway to the Perry Bridge; thence 7½ feet to Broussard Bridge; thence 4½ feet to the Ambassador Caffery Bridge; thence shoal to bare to the Pinhook Bridge. Overhead power cable at Rose Hill authorized clearance 65 feet.

Mar. 1997

NOTE B

MERMENTAU RIVER

The controlling depth from the Swing Bridge at Grand Chenier (29°46'15" N, 93°00'48" W) to Grand Lake was 3 feet, with shoaling to bare at 29°46'26.00" N, 92°54'52.15" W and 29°46'28.14" N, 92°54'18.34" W; thence 3½ feet through Grand Lake to the Gulf Intracoastal Waterway; thence 9½ feet through Lake Arthur to the junction of Bayous Nezpique and Des Cannes.

Feb 1997 - Jan 2009

LAKE FAUSSE POINTE CHANNEL

The controlling depth was 8 feet for a width of 80 feet from Loreauville Canal to Dauterive Lake. The channel is marked by red beacons "2" through "90" with intermediate aids not charted.

A continuous spoil area, with marked 50 foot openings every 2,000 feet, exists to the east and south of the channel.

Feb. 1969

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in New Orleans, LA.

Refer to charted regulation section numbers.

CAUTION

Numerous bridges and overhead cables cross the waterways of this area. Some are not shown on this chart because of the small scale.

See larger scale charts and U.S. Coast Pilot 5.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —

CAUTION

Gas and Oil Well Structures

Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables located within the area of this chart are not charted. Use the 1:80,000 chart scale series for locations of gas and oil well structures.

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Gas and Oil Well Structures

Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables located within the area of this chart are not charted. Use the 1:80,000 chart scale series for locations of gas and oil well structures.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Point Chevreuil	(29°31'N/091°33'W)	1.5	--.--	--.--
Cote Blanche Island	(29°44'N/091°43'W)	1.4	--.--	--.--
Calcasieu Pass	(29°47'N/093°21'W)	2.0	1.8	0.5

NOTE:

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2008)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

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THE NATION'S CHARTMAKER SINCE 1807

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

INTRACOASTAL WATERWAY

Route is indicated by a magenta line. The project depth is 12 feet from New Orleans, LA to Aransas Pass, TX. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS

Heights in feet above Mean High Water.

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

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Unless fixed by treaty or the U.S. Supreme Court,
to modification.

Additional information can be obtained a

TIDAL INFORMATIO

PLACE	
NAME	(LAT/LONG)
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Cote Blanche Island	(29°44'N/091°43'W)
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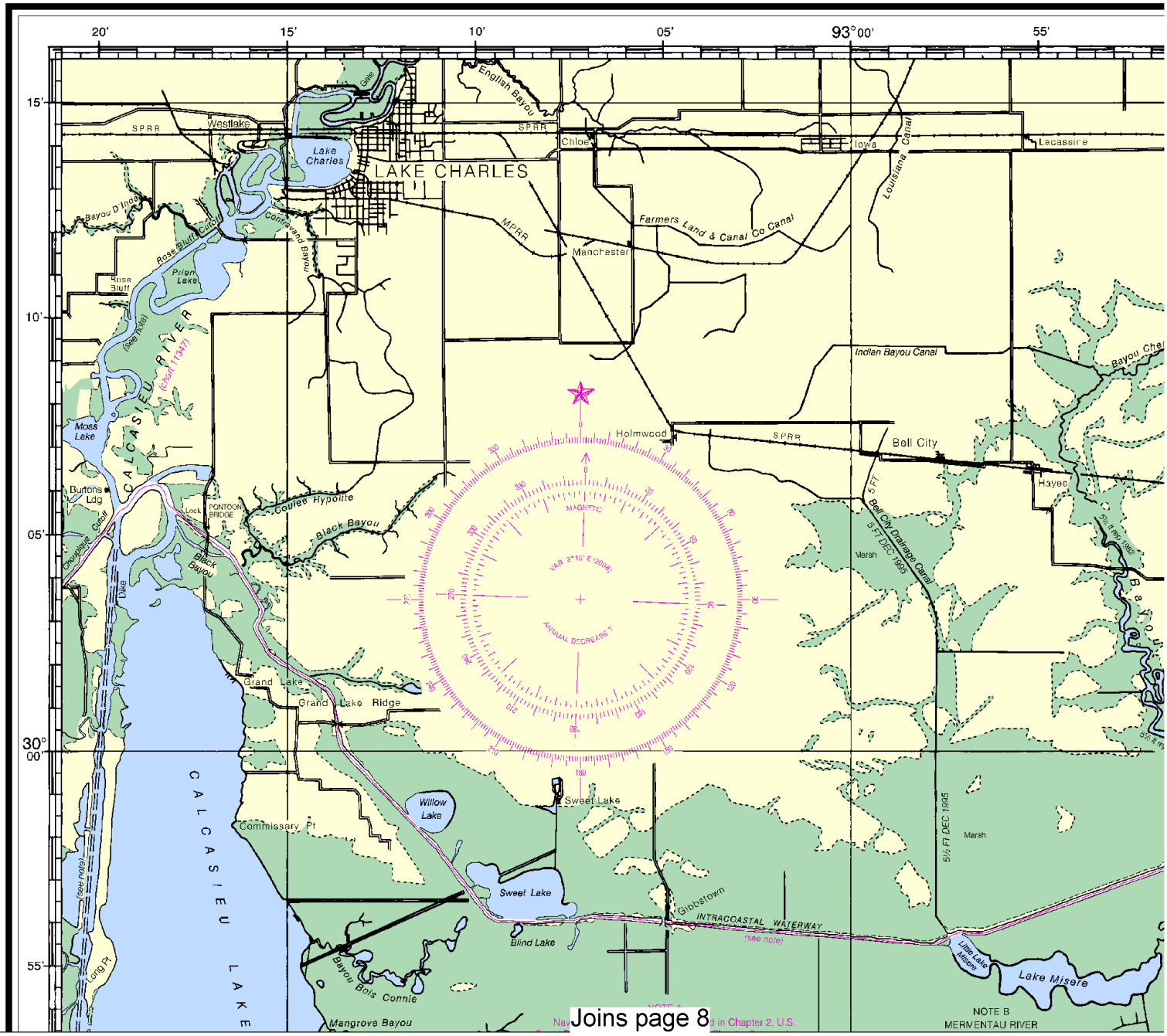
(Apr 2008)



Joins page 8

North

ablished by President al Proclamation,
Mile Line, previously identified as the
continues to depict the jurisdictional
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TION

	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
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VI	1.4	--.--	--.--
VI	2.0	1.8	0.5

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UNITED STATES - GULF COAST

LOUISIANA

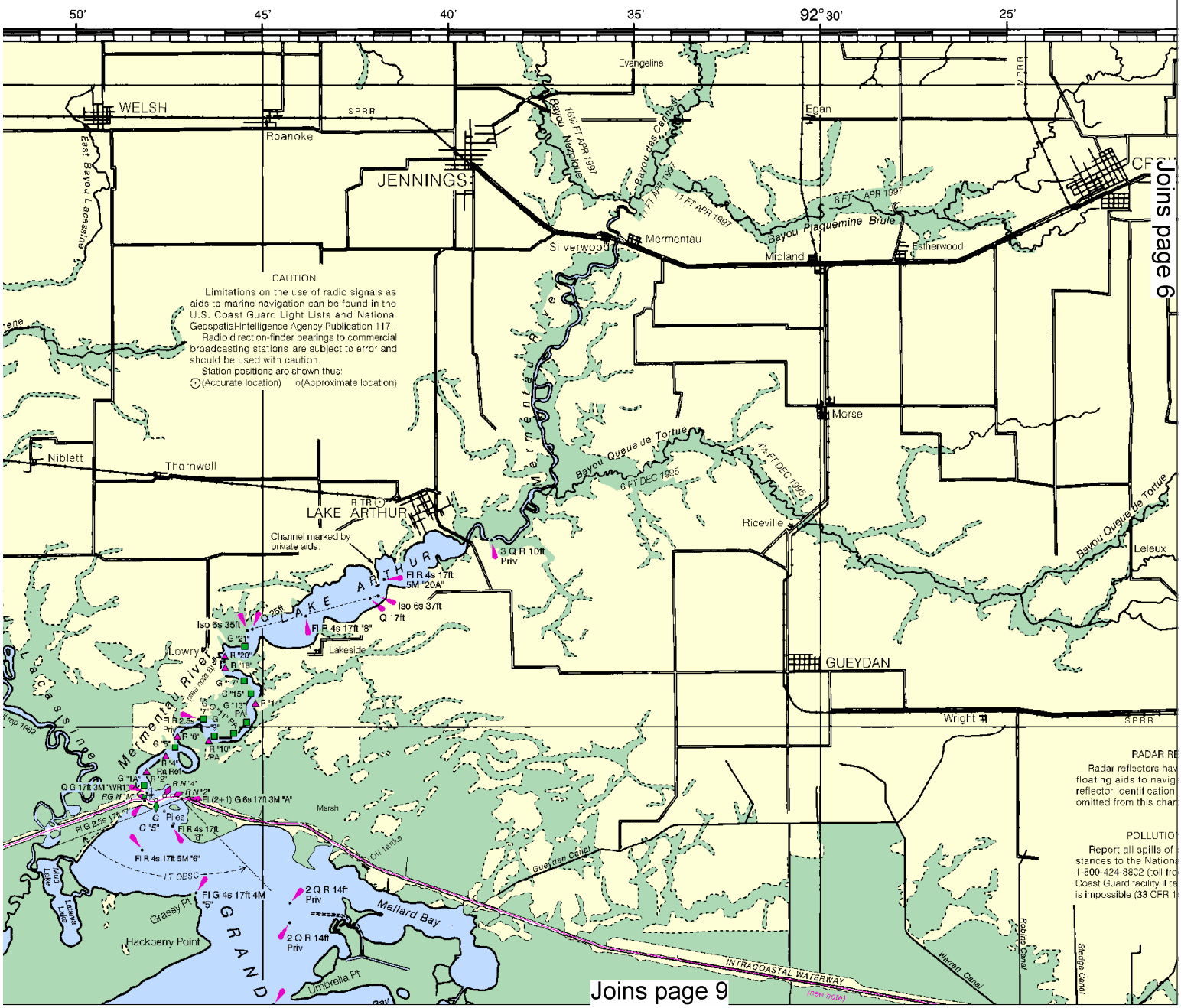
INTRACOASTAL WATERWA

NEW ORLEANS TO CALCAS

WEST SECTION

Mercator Projection
Scale 1:175,000 at Lat. 30° 00'
North American Datum of 1983
(World Geodetic System of 1984)

Formerly C&GS 1051, 1st Ed., Oct. 1999 C-1999-502 <VFP 47



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:250000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

STATES - GULF COAST

LOUISIANA

ASTAL WATERWAY

TO CALCASIEU RIVER

EST SECTION

Mercator Projection
1:175,000 at Lat. 30° 00'

American Datum of 1983
ld Geodetic System of 1984)

105", 1st Ed., Oct. 1939 C-1939-502 AFP 47

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ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	M/o morse code	
Al alternating	IQ interrupted quick	N nun	
B black	Iso isophase	OBSC obscured	
Bn beacon	LT HO lighthouse	Or orange	
C can	M nautical mile	Q quick	
DIA diaphone	m minutes	R red	
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	
Fl flashing	Mkr marker	R Bn radiobeacon	

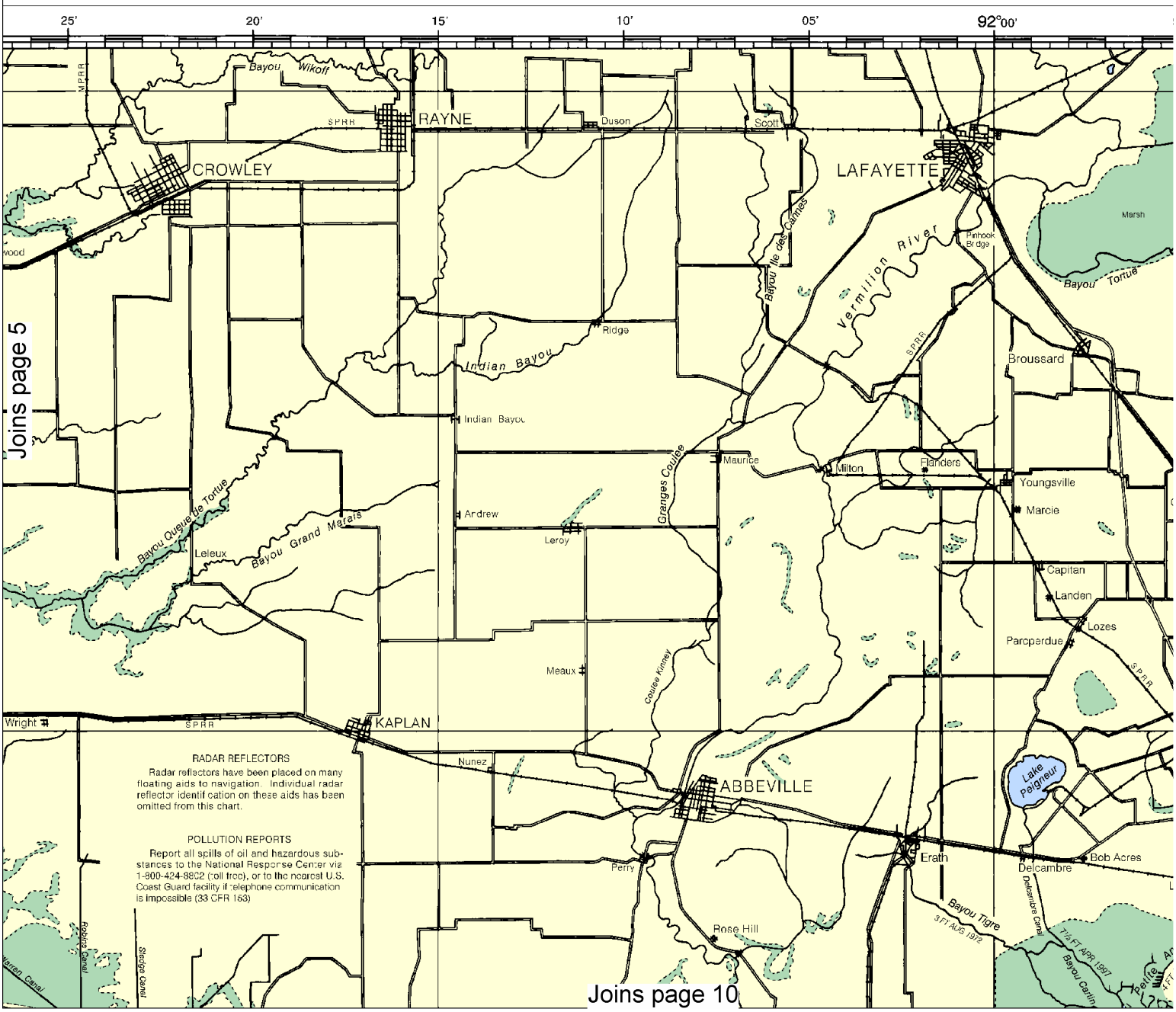
Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Rep reported

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: — — — —



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153)

North

ydrographic
s have been
maintained
ved and are
Coast Pilot.

R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

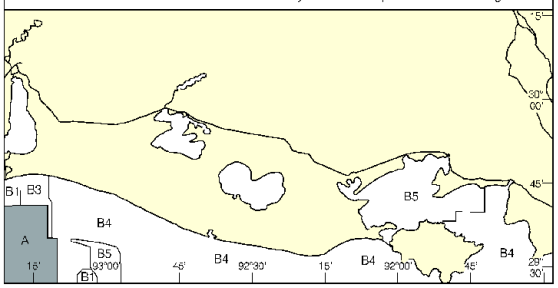
so soft
Sh shells
sy sticky

Subm submerged

gs.

SOURCE

A	1990 - 1998	NOS Surveys	full bottom coverage
B1	1990 - 1994	NOS Surveys	partial bottom coverage
B3	1940 - 1969	NOS Surveys	partial bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage
B5	1900 - 1939	NOS Surveys	partial bottom coverage



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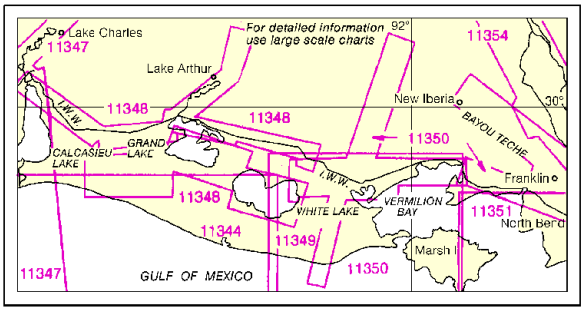
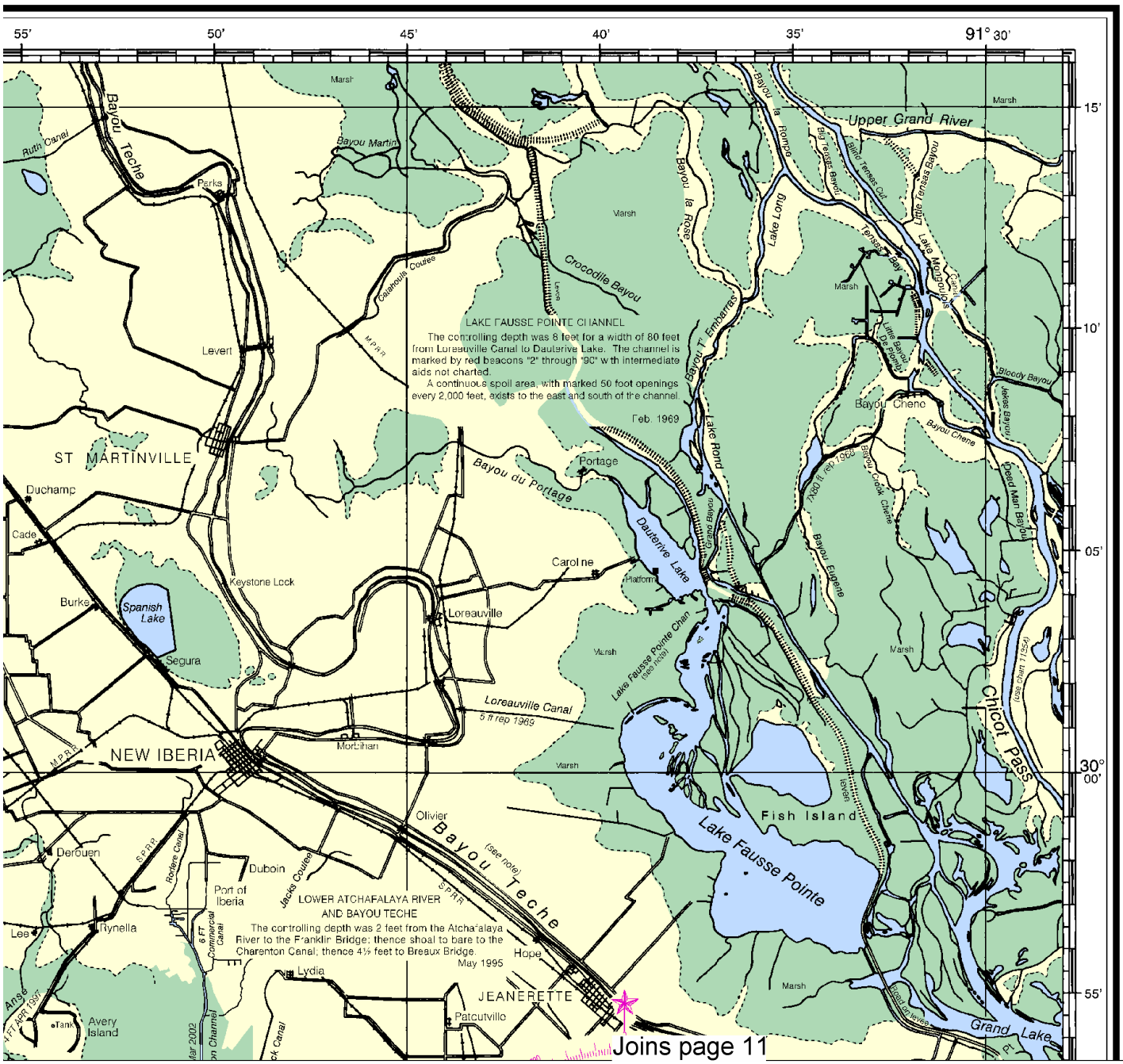
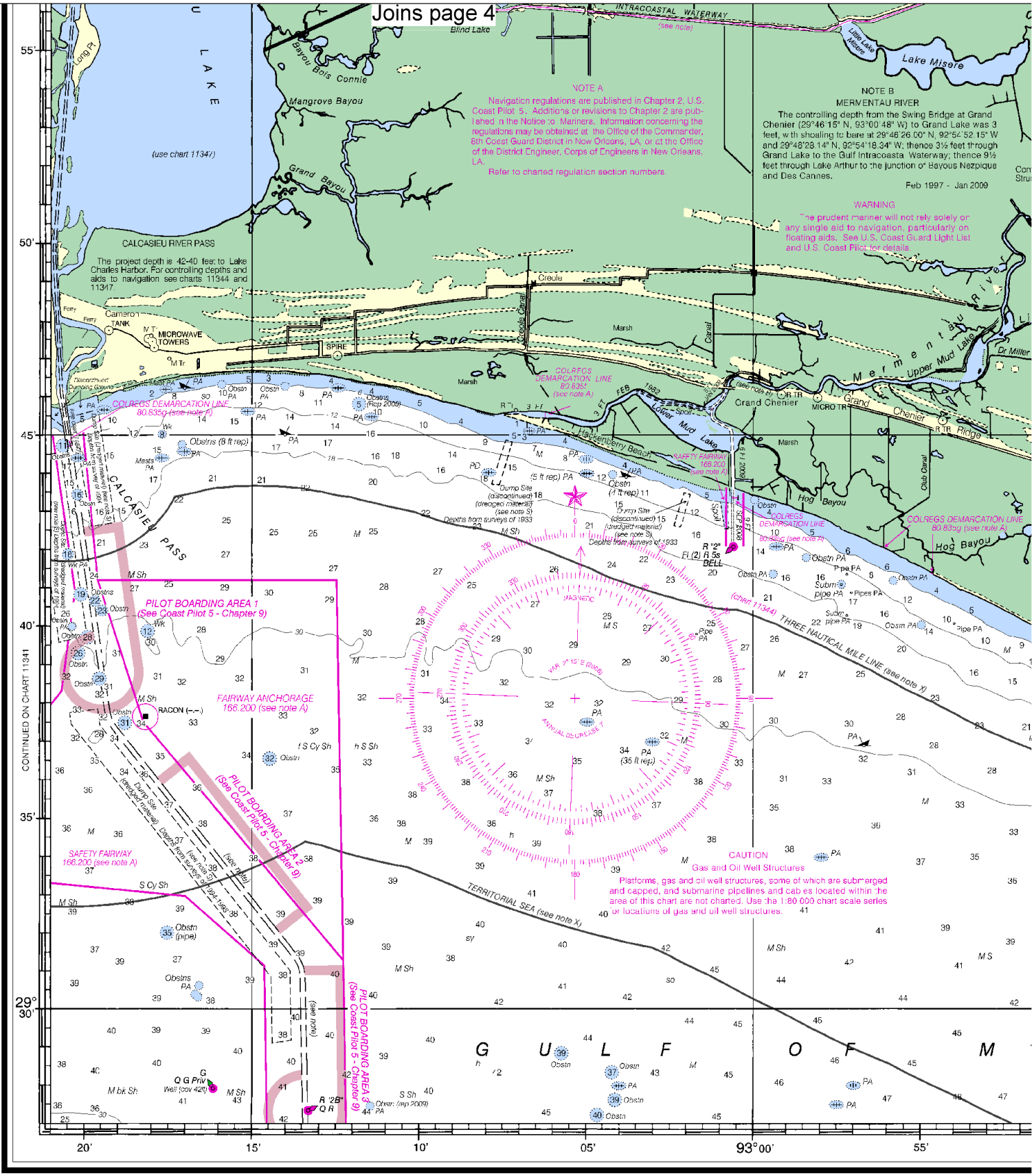


SOUNDINGS IN FEET

11345



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .



34th Ed., Apr. /08 ■ Corrected through NM Apr. 12/08
Corrected through LNM Apr. 8/08

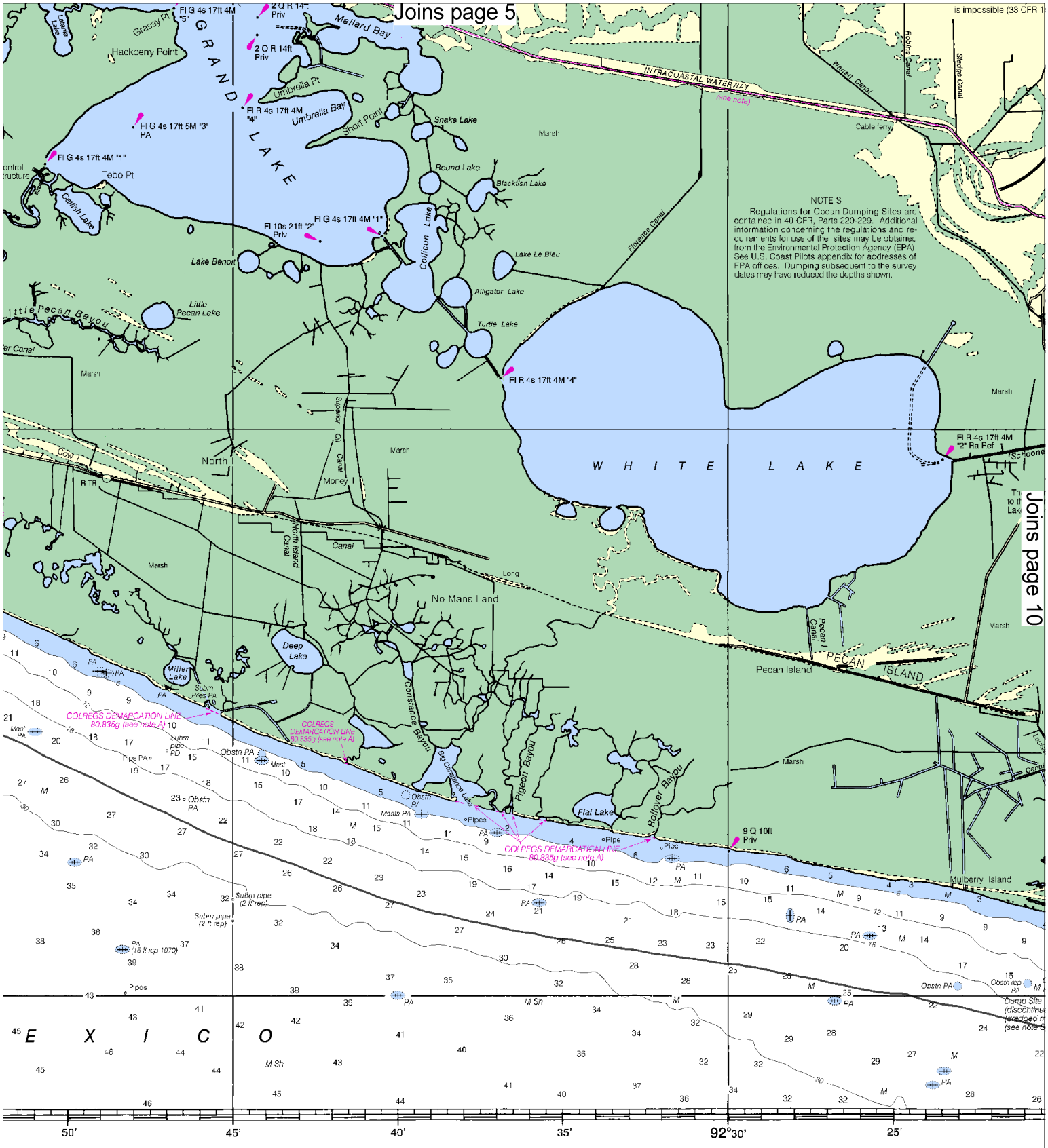
11345

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

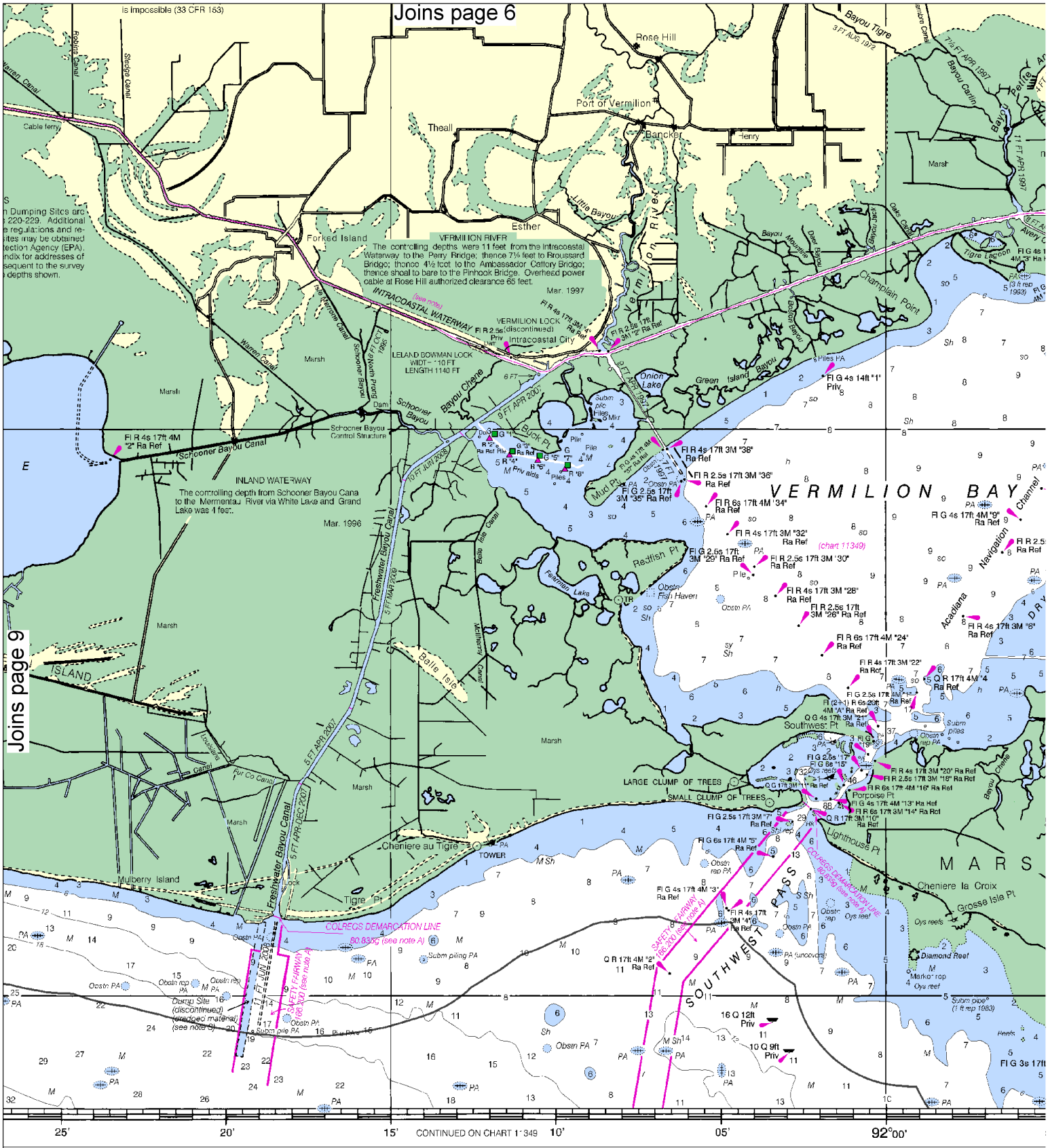
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

North



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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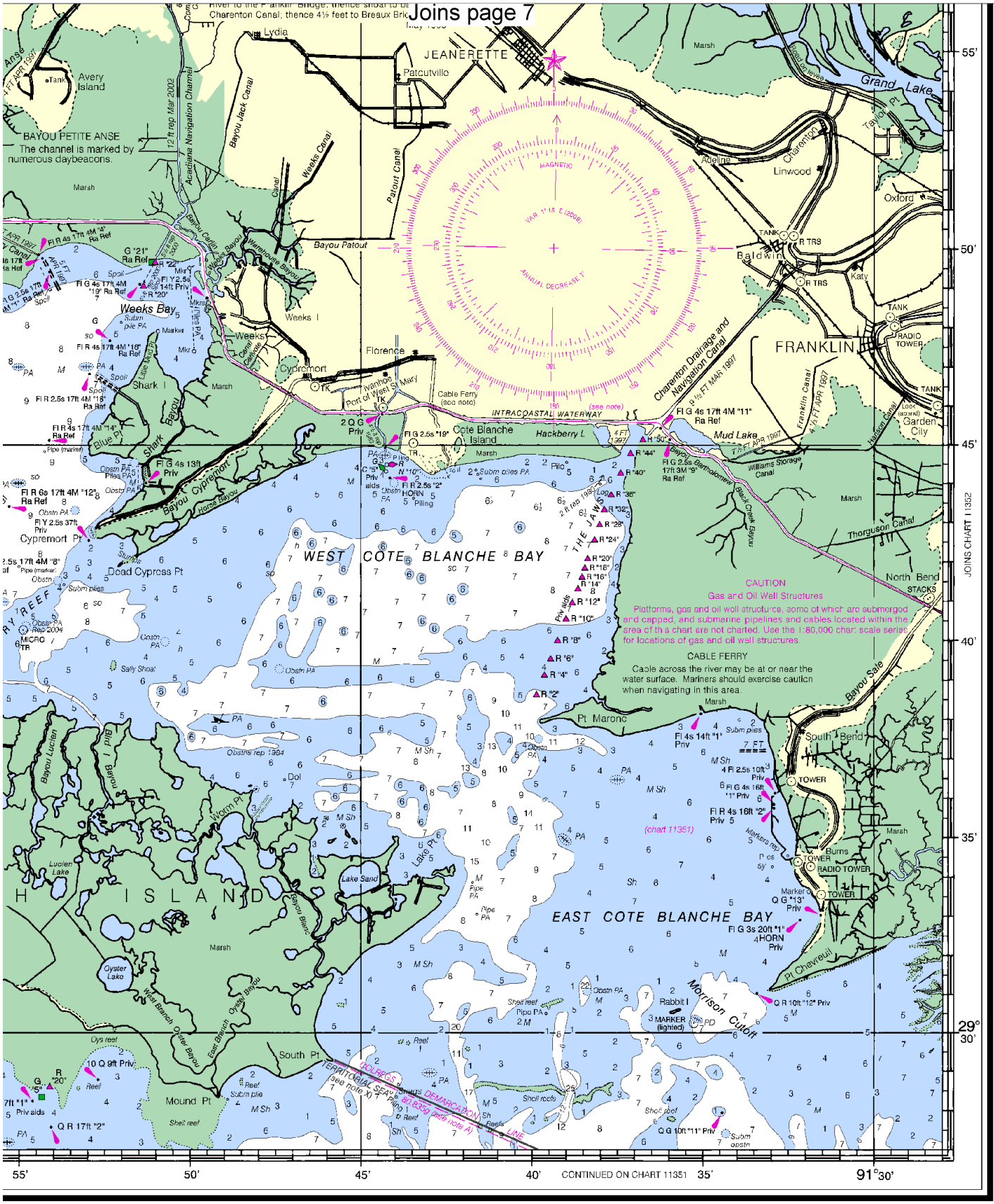
EPARTMENT OF COMMERCE
NIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

HORIZONTAL DATUM

The horizontal reference datum of th s chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World System of 1984 (WGS 84). Geographic positions referred to the North Amer can Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

FATHOMS	1	2	3	
FEET	6	12	18	
METERS	1	2	3	4

North



New Orleans to Calcasieu River, West Section

SOUNDINGS IN FEET - SCALE 1:175,000

11345

EB NO. 34

NSN 7642014010207 NGA REFERENCE NO. 11XCO11345

11

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Galveston– 409-766-5620
Coast Guard Group New Orleans– 409-846-6162
Coast Guard Station Sabine – 409-971-2194
Coast Guard Station Grand Isle– 985-787-2136
LA Wildlife and Fisheries– 800-442-2511
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.